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ESTABLISHED 1857

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號七十四百九千九萬一第

日一初月五年戌壬

HONGKONG, SATURDAY, MAY 27th, 1922. 六拜禮

號七十二月五年一十國民華中

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes.
9.00 p.m. to 11.30 p.m. every 30 minutes.
11.30 p.m. to 12.00 a.m. every 15 minutes.
SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes.
9.30 " " 11.00 " " 15 " "
11.30 " " 12.00 noon " 10 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the rates stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18th, 1921 until further notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	Through Express		No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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26 x 3	...	\$23.00	\$4.80
28 x 3	...	35.00	5.00
30 x 3	...	35.00	5.25
32 x 3	...	38.00	5.50
34 x 3	...	45.00	7.50
36 x 3	...	55.00	8.50
Size	Millimeter Sizes Fabric Clincher	Tyres	Tubes
875 x 105	...	68.00	8.00
885 x 105	...	73.00	8.00
895 x 120	...	80.00	8.00
905 x 120	...	82.75	8.00
915 x 125	...	95.00	9.00
925 x 135	...	99.00	9.00
Size	Inch Sizes Royal Cord Straight Side Non Skid	Tyres	Tubes
32 x 3	...	85.00	8.00
34 x 3	...	115.00	10.50
36 x 3	...	122.00	11.00
38 x 3	...	130.00	11.50
40 x 3	...	135.00	11.75
42 x 3	...	137.00	12.00
44 x 3	...	138.50	12.25
46 x 3	...	145.00	13.00
48 x 3	...	155.00	13.50
Size	Inch Sizes Nobby Cord Straight Side Non Skid	Tyres	Tubes
36 x 6	...	180.00	25.00

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MONEY AND CREDIT IN CHINA.

PEARLS AND JADE AS CURRENCY.
[BY THE GOVERNMENT BUREAU OF
ECONOMIC INFORMATION.]

Metallic money made its appearance in China as early as the Han Dynasty, about twenty-two centuries before the Christian Era. About 700 B.C., it was recorded that there were three kinds of money: pearl and jade as the highest grade, gold as the medium grade, and copper as the lowest grade. They were, however, used only by the feudal lords among themselves, and not by the common people, as there was very little trade carried on by the people at that time. In the Han Dynasty, about the beginning of the Christian Era, representative money came into circulation. The Emperor had in his park white deer which could not be found elsewhere, and the skin of the deer was cut into square pieces, embroidered with designs, and passed for forty catties of gold. At the same time, different kinds of metals were coined into money for use by the people. The first bore the design of a dragon, the second a horse, and the third a tortoise, for it was said that dragons moved fastest in the sky, horses moved fastest on the earth, while in human affairs the tortoise was the "quickest" thing. The third explanation was the most surprising, because we all know that tortoises are the slowest of animals, but at that time tortoise shells were used in fortune telling, and the slowest animal became, therefore, the quickest by prediction. Now-a-days we should engrave airplanes, automobiles and wireless stations on such coins.

At that time and for many centuries since, gold was a common medium of exchange, because that metal was mined in sufficient quantities in the country for the purposes it served. However, all metals were generally used by weight. It is true that the Han Emperors coined copper into "half ounce" and "five chu" sizes, but they represented actual weights and did not circulate widely. Even in the dynasties before Han, copper had been coined into shapes resembling knives and forks—knives and forks used at modern dinner tables, however—but they, too, were very much limited in their circulation. In fact, the yellow metal was the favourite medium of exchange, and when that was not used, trade was carried on by barter.

THE FIRST ROUND COINS.

The earliest round coins on record were those minted by a Tang Emperor in the reign of Wuchang (A.D. 622). They were of brass, and had square holes in the centre like the brass coins of the Manchu dynasty, some of which are still in existence. Each coin weighed one mace and represented one cash, and that has since become the standard of brass money. At the same time, silver stood both for money and for mace, or one-tenth of an ounce. Formerly, there was no such coincidence, and when knives and forks were in use, money was more commonly called *chuan*, or fountain.

Silver came into common use in the Yuan dynasty, about twelve centuries after Christ. It went by the name *tael*, meaning an ounce, but a tael at that time differed from the present tael. As there was not enough silver for circulation, much of it was represented by paper money, known as *tao*, and there were Chung-tung *tao*, Chih-yuan *tao*, etc., signifying different tenors of depreciated notes issued during different reigns. In the Ming Dynasty—the "one immediately preceding" the Manchu Dynasty—silver was widely used for tax payment as well as for business transactions, but the actual money in circulation was mostly paper representing silver. The name *tao* remained to this day, and from it we get the term *tao-piao*, meaning bank notes.

The index standard is a new idea of which there is no counterpart in Chinese history, but if actual commodities be used as the basis of note issues, the experience of the Chinese Emperors of the Sung Dynasty may be taken as a warning. In that dynasty, about 1,100 years A.D., large quantities of paper money were issued, at first against hard money, but later against such commodities as salt, tea, etc. The salt industry was under a Government monopoly, and the government's control over this commodity was absolute. Yet it was often embarrassed by inability to meet the demand of the note-holders, and the notes depreciated just the same. Besides, when paper money was only good for certain kinds of commodities, and not for all, its purchasing power was limited, and people who did not care for these commodities would still accept it at a discount. Finally, there was the danger that some men might get a large amount of the notes and effect a "corner" in the commodity.

CHINA'S CREDIT SYSTEM.

To avoid these mistakes, notes would have to be issued against definite quantities of various commodities, thus making them redeemable in all these commodities at the option of the government. This would be tantamount to fixing the prices of these commodities, and that could not be done without causing much inconvenience to trade and industry.

The credit system of China has also a long history. The first banking function recorded in history was the remittance of money from one place to another, and that was done in the Tang Dynasty, about 800 A.D. it was known as *ch'ien-chien*, or the "flying of money." Later, other functions developed one by one, and a more or less complete bank made its appearance in the latter part of the Ming

(Continued at foot of next column.)

TRADE WITH CHINA. BRITISH AND GERMAN METHODS.

In a letter to the Home Press Mr. V. Strange remarks that after ten years' commercial experience in China, German business methods in that country have always been far more enterprising than our own, and during the time that the Germans were "at war" with China, and their operations were restricted for obvious reasons, there is not the least doubt that Chinese connections were deliberately fostered and maintained through neutral channels with a view to an immediate resumption of trade on the cessation of "hostilities." He continues:

The necessity for getting our house in order is obvious, and on broad lines we should do well to follow the German business man's example. I am not going to suggest that we should adopt German methods unreservedly, such as, for example, their tempting, but dangerous, system of almost unlimited credits so dear to the heart of every Chinese merchant, but I do advocate that manufacturers should take what is merely a normal commercial risk and ship on consignment suitable goods for disposal through their agents on the spot subject to reasonable control, instead of following the extremely safe and conservative method of relying upon sales on sample either to an approved credit or for cash against shipping documents.

The fact of British origin still makes a strong appeal to the Chinese mind, but if the buyer is faced with the prospect of a long delay between order and delivery of goods, coupled with what he considers vexatiously strict terms of payment, he will most assuredly turn to the merchant of whatever nationality who is prepared to supply his requirements from stock and will give him credit approximating to native practice.

Dynasty. The Shanghai banks were known for their fine organization, and similar institutions were found in other provinces. These banks are generally classified in three grades: *ch'ung-ching*, or those that have balances with other banks in town or elsewhere; ordinary *ch'ien-ch'ang*, or those doing a limited amount of business with their own customers directly; and money exchange shops which sometimes accept deposits in addition to their primary work.

THE FIRST CHEQUES.

The first class of banks had their own cheques before the idea of cheque accounts was introduced from abroad. Their cheques were known as *ch'ung-ching-piao*, which bore the name of the bank in printed form as well as a few other details, but the amount, the date, etc., were hand-written. At the bottom the bank attached its own seal, and on the edge also, showing in the latter case half the seal on the cheques and half on the counterfoil. On the edge, also, was written a serial number, which served the purpose of identification. The main difference between *ch'ung-ching-piao* and the modern cheque is that the former was always issued by the bank, instead of by a customer.

Credit was either personal or institutional, if we may use such a term to denote the credit of firms. No security was demanded of the customer for making loans, except on the strength of his business standing, which was usually well-known to the bank. Otherwise, he could not arrange any loan except by guarantee, and the guarantor had to be a person or firm having a very good standing in business and well-known to the bank. The borrower might have a firm of his own, in which it would also be the standing of his firm that carried weight with the bank. Yet, as all old-fashioned firms had their credit closely involved with the character of the proprietor and the manager, it was really the personal credit of the proprietor or the manager on which the bank depended.

This custom of depending on personal credit, together with the system of guaranties, may be considered as the cause of Chinese business integrity. The honesty of Chinese merchants is well-known all over the world. How does it come about? The answer is: their training and their traditions. They must be absolutely honest before they can do any business at all, and if their reputation is spoiled at one place, through dishonesty, or through unfaithfulness to their guarantors, they cannot move to another place and do business there with success. The people of the second city would first test their character and investigate their record, and if they failed in either, their career must come to an end. Their credit grew and declined with their character, and not with their wealth; hence the Chinese business man is faithful to his word even if there be no written evidence or witness to the transaction.

AGRICULTURAL CREDITS.

As to farm credit, there is not much of a system at present that is comparable with the rural credit organizations of the Western countries. Farmers borrow from their landlords, from ordinary banks, and from anybody with whom they have any credit. A credit in China is based on character rather than on wealth, the farmer can be a good customer to the bank as a millionaire. However, usually there is not sufficient money in the country to meet the seasonal needs of the farmer, and interest rates are very high. This is a great problem with Chinese bankers and financiers, and unless they can devise some system to further the agricultural and industrial development of the country, their mission is only half performed.

A HANKOW WEDDING. FISHER-McDONALD.

As the bridegroom is well-known in Hongkong the following account of a recent wedding at Hankow will interest many readers:—

One of the most notable wedding ceremonies celebrated in Hankow for some years past was solemnized in St. Joseph's Cathedral yesterday, when, following upon the civil formalities performed at the British Consulate-General by Mr. H. Goffe, C.M.G., Mr. Thomas James Fisher, the popular taipan of the local offices of Messrs. Butterfield & Swire, was married to Miss Margaret Mary McDonald, eldest daughter of Mr. and Mrs. John McDonald of Cape Town and niece to Mrs. H. G. C. Bailey (formerly of Hongkong).

The service in the Cathedral, which had been very charmingly decorated for the occasion with white flowers, was conducted by the Rev. Father Connaughton and Gilgan. Notwithstanding the very considerable size of the building it was almost filled by the very large attendance of members of the community of all nations, quite a large number of Chinese also being present.

Punctually on the stroke of three, the bride appeared on the arm of her uncle, Mr. Bailey, and walked slowly down the aisle. Miss McDonald looked charming in a gown of ivory georgette, made very simply with pleated panels and wide sleeves richly embroidered with pearls and silver thread and completed with a pearl girdle. Her veil, which was very long and served as a train, was held to her head with a silver band and supported by her attendants, Miss Christine Keed and Master John Fowler, both of whom were charmingly attired in yellow.

The bridegroom was ably supported by Mr. W. S. Dupree as best man.

There was a very pretty setting at the door of the Cathedral when the happy couple had rose leaves sprinkled on their path by Miss Diana Charleston, Miss Jennifer Skinner and Miss Betty Reddow, who, attired in white, acted as flower girls. The bridal party and guests then adjourned to the Consulate grounds, where by the kindness of Mr. and Mrs. Goffe a reception took place, the carpet taking the couple being daintily decorated with white streamers and flowers and attached to the back with unknown to them, the placard "spliced," a riding boot and a slipper. The usual toasts were honoured with enthusiasm and felicitations and congratulatory speeches were made and acknowledged.

The bride and bridegroom were the recipients of numerous and very beautiful presents which were on view. These included from the bride to the bridegroom a set of silver hairbrushes and from the bridegroom to the bride a diamond and platinum bar brooch.

Mr. and Mrs. Fisher departed for their honeymoon on the Yangtze Gorges amid a shower of rice and roses. The bride travelled in a powder blue georgette and dress embroidered in soft colour and a grey straw hat trimmed with quills.

Perfect weather favoured the wedding day in honour of which all Messrs. Butterfield & Swire's steamers in port were gaily dressed with bunting.

THE SILVER MARKET.

Messrs. Montagu's silver report for May 4th, states that the unsettled condition of affairs in China had caused a certain amount of silver buying. There were a few unimportant purchases also made on account of Indian business. The market, however, was not very pronouncedly affected by this combined demand. Owing to freer continued supplies and China reselling there is an impression that some Chinese operators bought in excess of requirements during the preceding week but they are naturally loath to cut losses while war operations are progressing. The prospects are fairly good though the price seems rather high from the standpoint of trade. Shanghai stocks have been reduced eight per cent, and it is estimated that over half of the total amount of silver authorized to be re-purchased under the Pittman Act is now bought. The director of the United States mint says every effort is being made to expedite the conversion of this bullion into dollars.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections & the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxel, Fieuzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 63, Queen's Road Central, (opposite to the Singer Sewing Machine Company—Advz. 1201

KWANGCHOW-WAN. AGITATION FOR ITS RETURN TO CHINA.

At Canton on Thursday a few enthusiastic in motor cars distributed circulars of which the following translation is given by the *Canton Times*:—

"Kwangchowwan, a place stretching to the west of Hongkong and Macao, and east of Burnham and Tongking, is the open door of the South and pulse centre of Kwangtung. It is easily accessible to Yunnan and Szechuen, so that it is an important place in every respect. The place was leased to the French by the Manchu Government. Since France got possession of it, she has levied heavy taxes on the people without according kind treatment for the inhabitants as she should. She imported opium which is the fundamental evil to the people, and lowered down the spirit of the inhabitants of Kwangchowwan and neighbouring places. According to the treaty it should be restored to the Republic of China. At the Washington Conference held some time ago, Great Britain was willing to restore Weihaiwei to China, but the French took no steps to restore Kwangchowwan. The right of extraterritoriality has been unlawfully infringed, and steps should be taken for its restoration to the owner. Citizens of China should urge its restoration either one way or the other."

BRITISH TRADE.

COMPARISON WITH 1913.

Sir Mitchell-Thompson, in the House of Commons, recently stated: From the results obtained through the census of production inquiries relating to 1907 and 1913, it may be estimated that the total value of the goods produced in the United Kingdom in 1913, taken at the place of production, was about £1,600,000,000. The exports of produce and manufactures of the United Kingdom in 1913 were valued, free on board ship at the ports from which they were exported, at £325,000,000. Making allowance for the difference between the values at the place of production and at the ports, about 30 per cent. of the goods produced are estimated to have been exported. The exports in 1913 to foreign countries were valued at £330,000,000 and those to the British Empire overseas at £195,000,000 and, on the same basis, these values would represent about 19 per cent. and 11 per cent. respectively of the aggregate of goods produced in that year.

No census of production has been taken since 1912, and, accordingly, I am unable to give the values of the production in 1920 or 1921. It has been calculated, however, that, taken at the average values of the exports of 1913, the exports of the last quarter of 1921 represented approximately a rate of £326,000,000 per annum. There are some grounds for believing that the output of 1921 was about 25 per cent. less in volume than that of 1913, and, if this be the case, the exports of 1921 would represent 24 per cent. of the production of that year. The exports to foreign countries and to the British Empire overseas were recorded in 1921 at £404,000,000 and £299,000,000 respectively, and the division of 24 per cent. in these proportions would assign approximately 15 per cent. to foreign countries and 9 per cent. to the British Empire.

PROPERTY OF ENEMY SUBJECTS.

PEERS TRY TO AVOID HARSHNESS
TO INNOCENT PERSONS.

In the House of Lords recently Lord Buckmaster called attention to the provisions of the Peace Treaties, and moved that the terms of the Treaties appropriating the private property of enemy subjects shall not apply to sums of £5,000 or less where the owner was either born of British parents or had been resident in this country continuously for 25 years before August 4th, 1914. He quoted cases where these terms had worked great hardships on innocent persons.

The Marquis of Lansdowne saw nothing in the Treaty which deprived those who had to interpret it exercising reasonable discretion and discrimination in enforcing it. He saw no prospect of the sufferers obtaining any satisfaction from Germany. Some of the cases cited seemed to be instances of virtual spoliation.

Lord Gosnell said they must beware of allowing their passion for justice to pass into mere sentiment. Great numbers of our own people had suffered irreparably from the war. The first responsibility of the Government was the protection of the property of its own subjects. When that was satisfied they could begin to consider the interests of ex-enemy nationals. The first responsibility for all these cases of hardship rested with the German Government and the first protest should be made to them. By German law a German living abroad for 25 years became Stateless unless he took special steps to preserve his nationality, and the Board of Trade released the whole of the sums due to such Stateless Germans. Were they to treat equally well Germans who had taken pains to preserve their enemy nationality? The Committee set up was empowered to release, up to £1,000 to ex-enemies resident here, and up to £200 to those formerly resident here but now abroad. The resolution was carried by 37 votes to 21.

THE LAUNCHMEN'S STRIKE.

DISPUTE STILL DRAGGING ON.

DELEGATES RETURN TO CANTON.

The Launchmen's Guild representatives again exhibited dilatory methods that have been the subject of criticism more than once already in this dispute. They promised to consult their "constituents" on Thursday night on the position as it then stood, and report to the Secretary for Chinese Affairs in the morning. On returning to Mr. Hallifax yesterday the five delegates announced that, as they had been fully empowered, they had not considered it necessary to refer the matter to the men on the previous night, as it was expected they would do. They had considered yesterday's proposals amongst themselves, however, and had decided that they could not accept them. They refused to make any reduction in their demands.

There was some discussion, in which Mr. Hallifax impressed upon the delegates that plenty of men were available to man the launches apart from the strikers. As a result, the delegates decided that it would only be fair to consult the men once more.

The delegates promised to do this last night and to come back at mid-day today.

SETTLEMENT DURING THE WEEK.

END DOUBTFUL.

From inquiry at the Guild offices it was found that three of the delegates had returned to Canton at three o'clock, ostensibly for this purpose, but it seems doubtful whether they can hold a meeting of the men and keep their engagement with Mr. Hallifax this morning. They said nothing about a mass meeting having been called by telegraph in readiness for their arrival last night. There are those who doubt whether the men ever are consulted in these circumstances. The delegates, it is suspected, report to certain political wire-pullers in Canton and act according to their instructions. As Sun's light is behind a cloud just now (the pun is pure inadvertence) it may be that the oracles will advise that the owners are unfavourable to an attitude of defiance and the delegates may come back in a chastened mood.

PROPAGANDA BY THE CHAMBER OF COMMERCE.

The Hongkong General Chamber of Commerce, acting on the opinion of many of its members who found that launchmen were equally ignorant of the Guild's activities and of the owners' offers, has arranged to publish announcements in the vernacular press of Hongkong and Canton. These will be confined to statements of fact, couched in the simplest possible language, and to explanations of the owners' point of view. It is considered probable that, when the men know the offers that have been made to them, and realise that their places can easily be filled, they will bring pressure to bear upon the Guild not to jeopardise their livelihood by adopting an unreasonable attitude.

It is abundantly clear that Guilds in China differ from trade unions at home in that they do not spring from "class consciousness" on the part of the worker, but are a species of parasite upon the body of labour. They foment and invent grievances and when the workman gets an increment the greater part of it is claimed by the guild for purposes which an auditor could hardly approve if the accounts were subject to inspection.

MANY NEW CHINESE CREWS ENGAGED.

The emergency launch services committed engaged a good many Chinese crews yesterday, at \$25 a month for coxswains and engineers and \$14 a month for deck hands and stokers. Mr. S. T. Williamson declared that, if the strike continued, the committee would have the situation well in hand and be able to deal with all essential commercial requirements.

The Hongkong Ferry Service was resumed yesterday.

VISIT TO THE LAUNCHMEN'S GUILD.

MEN STILL DETERMINED TO HOLD OUT.

Yesterday afternoon a representative of the Daily Press visited the Launchmen's Guild, at Yaumati, and found that three of the five delegates had returned to Canton that afternoon for the avowed purpose of "informing the men" there as to the result of the negotiations; the other two are to remain in Yaumati to watch the situation from this end.

Asked for an opinion on the negotiations, one of the two remaining delegates said that the negotiations to a certain point were quite satisfactory but that the owners' offer of the previous day of \$4.50 cents was not sufficient. He felt certain that the members would not be satisfied unless they obtained the \$5.50 cents increase they had asked for.

THE OWNERS INCREASE THEIR OFFER BY 50 CENTS.

The delegates then went on to speak about the visit the delegates had paid the Hon. Mr. Hallifax that morning. After they had informed the Secretary for Chinese Affairs that they had decided to reject the owners' offer of the previous day (\$4.50 increase) Mr. Hallifax said that the owners were prepared to increase their offer by a further 50 cents, which brings it up to \$5.00, or 50 cents below the men's demand. He asked the delegates if they were prepared to accept the new offer. They replied, to the effect that the members in Canton must be consulted before a decision on this point could be made.

The re-opening of negotiations, the delegate said, depended on the decision of members who would probably meet in Canton that night. The three delegates were expected to return their decision from Canton either to-day or Sunday. Until they returned nothing further could be done.

[Regarding the alleged offer of a further 50 cents increase by the owners, we understand that no evidence can be attached to this statement.]

STRIKE PROCESSION BROKEN UP IN CANTON.

There is a different spirit in Canton towards strikers now than there was in the Seamen's Strike. Then the labour element was feted and allowed to hold processions at their own sweet will. Now, the authorities at Canton look askance at such demonstrations. This week a procession of Hongkong strikers was broken up by the order of the Commissioner, General Ngai, and the men dispersed in disorder.

THE PIRACY ON THE "WAHSUN."

DELAYED CABLE CONFIRMS THE STORY.

—PIRATES DID NOT SAIL FROM HONGKONG.

Late on Wednesday night a delayed cable was received by the Pak Hong S.S. Company confirming the report that the steamer Wahsun had been pirated. The circumstances surrounding the piracy, however, bear little relation to the rumours which were circulating in Hongkong. The pirates did not board the ship at Hongkong. In accordance with what has been the usual practice, in view of the piracies that have occurred in recent times, a rigorous search was made of all passengers before the Wahsun left Hongkong on Sunday, and the police could not understand how it was possible for a gang of pirates to slip through their fingers. The cable has set their minds at rest, for it definitely states that the vessel was boarded by a gang of suspicious-looking men while she was discharging and embarking passengers at Peng Hoi, which is about 60 miles up the coast. The ship's guard, composed of Chinese, not Indians as stated in the previous reports, at once proceeded to search them. The pirates drew their revolvers and shot dead one of the guards and severely wounded another. They then took charge of the ship, ordered the Captain to sail out of the harbour for Shunat, a small cove quite close to Shannai. Here the pirates, after looting the ship, dispersed, and the Wahsun was allowed to proceed to Shannai. A full report was made of the piracy to the Chinese authorities there.

The cable, which is dated the 23rd inst., only reached Hongkong at 11 p.m. on Thursday, the 25th. The Wahsun, which was expected to arrive in Hongkong had not arrived up to a late hour last night. She is thought to have been delayed by the typhoon.

DRAGON BOAT FESTIVAL.

EUROPEAN BOAT RACE TO BE INCLUDED.

The organisers of the Dragon Boat Festival this year have invited the local rowing clubs to take part in the annual boat races on the fifth day of the fifth moon—which falls on Wednesday, May 31st. It is not suggested that Europeans should propel a Dragon boat, although they demonstrated on the occasion of the Prince of Wales' visit that they could. The clubs are invited to enter for a gig race over a mile course, from the A.P.C. buoy to the Ming Yuen Gardens. The ordinary 30 foot, six-oared gigs are proposed to be used and the rowing clubs entering will doubtless be prepared to supply their own craft. A first prize will be offered.

The Chinese Committee in charge of the Dragon Boat Races has obtained the co-operation, as judges and time-keepers, of Lieut. Bailey, R.N., Commissioned Warrant Officers McGruin and Jenkinson and Mr. F. P. R. James and Mr. F. H. Dillon of the Public Works Department. Intending entrants for the gig race should communicate with Mr. James, at the P.W.D., by 5 p.m. on Monday. There have been so few opportunities this year of friendly meetings with the Chinese that it is hoped rowing men of the Colony (if not too busy manning launches for helping generally with strike emergency services) will turn out in large numbers and take part in the Festival, which is one of the great events of the Chinese Calendar.

There is every prospect of a good show of Dragon Boats this year. Six are expected to take part, and each one will have from 60 to 100 rowers in the full regalia associated with this event. Practices are now being held nightly in various parts of the harbour. The foreshore at Ming Yuen provides ample accommodation for spectators, who can have a Chinese fashion, in the Gardens afterwards.

HOUSE RAIDED AT WANCHAI.

ARRESTED MAN ATTEMPTS TO ESCAPE.

As the result of a raid on a house at No. 177, Praya East, carried out by Sergt. Rozoskewi and a party of detectives, seven men were charged before Mr. Lindell at the Magistracy, yesterday, with the unlawful possession of three daggers, two gags made of wood and wire, and several packets of pepper.

Evidence of finding the weapons was given by a Chinese detective, who stated that after a long search, lasting all night, he found concealed under a stove in the kitchen a parcel containing the two daggers and the gags. In another room a small, but "useful looking" dagger, was found hidden under a bowl.

Inspector Blackman said that three of the men were inmates of the house; the other four arrested there were visitors.

All seven men denied the charge and the Magistrate said to the Inspector: "I cannot convict on this evidence. The men will have to be discharged. You had better banish the lot."

The men were then filed out of the Court in the charge of two detectives. A minute later, police whistles and a considerable amount of commotion were heard. One of the defendants who did not like the idea of being banished, attempted to escape. He rushed out of the prisoners' room and was making for the steps leading down to the charge room. He did not get very far. At the bottom of the steps three detectives pounced on the fugitive and he was dragged back to the room which he was carefully guarded pending arrangements being made for his safe custody.

EUROPEAN HOUSE BURGLAR.

YOUTH CLIMBS UP THE WATER SPOUT.

For stealing a pair of field glasses and a Chinese silver water pipe from the house of Mrs. Large, of No. 39, Nathan Road, Kowloon, a Chinese youth was ordered twelve strokes of the cane by Mr. Lindell, at the Magistracy, yesterday.

The youth openly admitted the theft, and in reply to a question by the Magistrate, Inspector Willis said that the defendant was arrested going along the street. An amah employed by Mrs. Large identified the stolen property. The Magistrate (to the defendant): "How did you get into the place?" The defendant: "I climbed up the water spout." The Magistrate: "Oh, did you?" The youth was then sentenced, and led out of Court.

HIGHWAY ROBBERY ON KENNEDY ROAD.

A Chinese woman was held up by two robbers at Wanchai Gap, Kennedy Road, on Thursday afternoon. One of the men produced a dagger and threatened to take the woman's life. They made her take off her black silk jacket, and asked her to hand over her jewellery and money. In all, they stole clothing and jewellery to the value of \$38. Later in the day one of the two men was arrested by the police and taken to No. 2 Police Station. A quantity of the jewellery has been recovered. Yesterday at the Magistracy the man arrested was brought before Mr. Lindell, and charged with larceny and assault.

The woman said that on her way to the Peak she met two men and asked them the way to Wanchai Gap. They pointed out the road. A little further along she discovered they were following her. One of the men walked swiftly past her, and then the defendant came up behind and caught her by the hair. After stealing her jewellery, the robbers proceeded to assault the terrified woman. Fortunately, a fish-seller came round the bend of the road and on seeing him the robbers bolted.

Later in the same day, according to the evidence of a Chinese detective, one of the two men was seen leaving the Kwang Tai Pawn shop on Praya East. He was taken back to the shop and it was found that a quantity of the stolen jewellery had been pawned there.

At this stage the case was remanded for further hearing.

SAVAGE ATTACK ON AN OLD MAN.

RATTAN WORKER WHO WAS SHOT THROUGH THE ARM.

An old rattan worker, named Pan Choi, whose age must have been well past the allotted span, appeared at the Magistracy, yesterday afternoon, as the complainant in a shooting affray which occurred near the Sailors' Home, on the night of the 6th inst. when he was attacked by three or four young men, and shot through the arm. According to Dr. D. J. Valentine, the shot will cause the man permanent injury. Three of the four alleged assailants made good their escape, but Sub-Inspector Fallon, who happened to be passing in a rickshaw, heard the shot, and he was successful in arresting one of the men. On searching him he found a dagger in his possession.

Four charges were preferred against the defendant, namely (1) illegal possession of a knife; (2) shooting at Pan Choi with the intention of murdering him; (3) with causing grievous bodily harm to Pan Choi; and, (4) possession of a dagger.

Inspector Kent, in outlining the case, said that when the men came up to Pan Choi one of them pointed a revolver at his head. The complainant knocked up the man's hand and the revolver went off, but a bullet entered his arm. The old man took to his heels, running towards Water Street, shouting "save life." At this stage Inspector Fallon came on the scene and arrested the defendant. In Water Street the old man collapsed and was carried to the station on the back of a kind-hearted street coolie. Whilst there the defendant was brought in and was recognised by the complainant as one of the men who had attacked him.

Dr. Valentine gave evidence as to the nature of the wounds. He said the man was suffering from three wounds, an entrance wound, an exit wound and a graze across the right side of the chest. All three were caused, in his opinion by the same bullet. The wounds in the arm would affect the use of the man's arm. After further evidence had been taken the case was adjourned.

PLAGUE IN HONGKONG.

This year's plague epidemic in the Colony can be viewed in its proper perspective with the following statistics before the reader:

Year.	Cases of plague.	Fatalities.	Incidence per 1,000.
1914	734	659,200	1.10
1915	1,074	408,000	2.35
1916	1,002	456,733	2.19

BURGLED AT YAUMATI.

A woman, living at No. 9, Chang Sha Street, Yaumati, was awakened during the early hours of Thursday morning by hearing two men talking on the stairs outside her apartment. She at once raised an alarm, and at her approach the men fled. A search revealed that her flat had been ransacked and that clothing, money and jewellery to the value of \$910, had been stolen. The burglars are said to have entered the flat by forcing open one of the windows.

LANE, CRAWFORD, LTD.

CHINA AND GLASS DEPT.

BLUE WILLOW PATTERN BREAKFAST WARE.

We have just received a delivery of this old favourite Chinaware and are able to offer it at greatly reduced prices:-

Plates in 4 sizes	... \$4. \$4.50, \$5 & \$8.50 per dozen.
Dishes in 8 sizes	... \$1, \$1.50 & \$2.00 each.
Vegetable Dish divided	... \$5.25 "
Breakfast Cups & Saucers	... \$8.50 per dozen.
Tea Cups Saucers	... \$7.50 "
Tea Pots in 3 sizes	... \$1.75, \$2.25 & \$2.75 each.
Coffee Pots in 2 sizes	... \$2.00 & \$2.75 "
Jugs in 4 sizes	... \$.70, \$.80, \$.90 & \$1.00 "
Covered Sugars	... \$1.75.
Sugar Bowls	... \$.60.
Butter Dishes	... \$2.25 each.
Egg Cups	... \$3.50 per dozen.

LANE, CRAWFORD, LTD.

CAFÉ WISEMAN

undertake to cook

CHICKENS, HAMS, GAME, Etc.

GAME PIES, CHICKEN & HAM PIES, VEAL & HAM PIES.

Ready to serve cold

Motor and Bathing Picnics, Cold Lucheons, etc.

LANE, CRAWFORD, LTD.

COLUMBIA GRAFONOLAS



NEW STOCK

JUST RECEIVED

ANDERSON'S

(OPPOSITE CITY HALL)

Powell

TELEPHONE 3146.

NEW STOCK OF GENTLEMEN'S BATHING COSTUMES JUST UNPACKED.

There are many smart designs in both English and American makes.

CALL AND INSPECT THEM AT

Wm. POWELL, Ltd., Tailors and Outfitters. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

WM. POWELL LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Honkong Hotel on WEDNESDAY, June 7th at 11.30 o'clock, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 31st December 1921.

The Transfer Books of the Company will be CLOSED from June 1st to June 7th, both days inclusive.

By Order of the Board of Directors.

H. O. HOLT,

Secretary.

Hongkong, 25th May, 1922.

[1065]

WILLIAM POWELL LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Honkong Hotel, 10th Floor, Victoria, on the 27th day of June, 1922, at 11.30 o'clock, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting.

A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office, 10th Floor, Victoria, and at the offices of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being marked on the Margin in red ink.

Should the Meeting approve of such new Memorandum of Association, the existing Memorandum of Association will be modified, the said modification being proposed as an Extraordinary Resolution, namely:

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

and also for the following further purposes, namely:

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office.

In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by the underlining and marking in the Margin in red ink.

Should the Meeting approve of such new Articles with or without modification, the existing Memorandum of Association will be modified, the said modification being proposed as an Extraordinary Resolution, namely:

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place, on MONDAY, the 28th day of June, 1922, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

Dated this 25th day of May, 1922.

By Order of the Board,

H. O. HOLT,

Manager.

S.S. "AZAY LE RIDEAU."

SERVICES CONTRACTUELS COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles, in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Honkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unloaded after the 1st of June at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th of June or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas on Thursday the 1st of June, at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD,

Actg. Agent.

Hongkong, 25th May, 1922.

[1066]

NOTICE.

OWING to the advancing cost of newspapers per production, it has been decided to make an increased charge of 50 per cent. on present rates, as from APRIL 1st 1922, on the following descriptions of casual advertisements, namely:

Government Notifications.

Municipal Notifications.

Official Notifications.

Legal Notices.

Company Notifications.

Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

HONGKONG DAILY PRESS.

PUBLISHED TO-DAY

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

KOWLOON-CANTON RAILWAY

(BARRING SECTION)

THE Public is hereby notified that the 8.35 A.M. train to TAIPO and SHEUNG SHUI on SUNDAYS and PUBLIC HOLIDAYS is cancelled until further notice. The express leaving Kowloon at 8.07 will stop at TAIPO or SHEUNG SHUI, to set down last class passengers on notice being given to the guard at Kowloon.

H. P. WINSLOW,

Manager.

Kowloon, 25th May, 1922.

[1066]

BASTO & COMPANY.

NOTICE IS HEREBY GIVEN that the business heretofore carried on by BERNARDINO BASTO as a Sharebroker under the style of BASTO & Co. will be taken over by AUGUSTO ARTHUR GUTERRES as from the 1st day of June, 1922, and that as from the 1st day of June, 1922, the said BERNARDINO BASTO ceases to be liable in any way in respect of the said business and that all liabilities of whatsoever nature incurred by the said firm of BASTO & Co. on and from the 1st day of June, 1922, will be incurred by the said AUGUSTO ARTHUR GUTERRES solely.

Dated the 25th day of May, 1922.

BERNARDINO BASTO.

AUGUSTO ARTHUR GUTERRES.

[1066]

NOTICE.

I THOMAS HENRY GORDON BRAY, FIELD of Victoria in the Colony of Hongkong HEREBY GIVE NOTICE that in consequence of the name being unsuitable it is my intention to apply to the Board of Trade under Section 47 of the Merchant Shipping Act 1894 in respect of my ship "Quinnaburg" of Manila Official No. Foreign

gross tonnage 1831 Tons of registered tonnage 907 tons and thereon to heretofore owned by the United States Shipping Board, for permission to change her name to "Pong Tung" to be registered in the said new name at the port of Hongkong as owned by me.

Any objections to the proposed change of name must be sent to the Harbour Master, Hongkong, within seven days from the appearance of this notice.

Dated the 25th day of May, 1922.

[1062] (Sd.) T. H. G. BRAYFIELD.

NOTICE.

HAIROUR LAUNCHES.

WITH a view to assisting work in the Harbour during the negotiations between those concerned in the present dispute, it has been arranged to inaugurate a towing service to expedite the shipping and loading of cargo.

Commencing from To-day a towing launch will be stationed in the vicinity of Jardine's West Point Wharf to assist lighters and junks which should assemble there.

It is also hoped to arrange for loaded cargo boats to be towed from alongside Steamers to West or East Point as required.

SIGNALS—Junks and lighters requiring towing assistance will hoist two baskets in the rigging. The towing launch detailed for duty will be distinguishable by a Red Ensign at the Fore. Steamers which have loaded lighters alongside which require towing assistance should hoist Red Ensign at the Fore.

CHARGES—\$2.00 will be charged for towing of boats over 60 tons, and \$1.00 for those under.

The foregoing is a provisional arrangement subject to amendment as required.

No responsibility can be accepted for loss or damage arising in connection with the above service.

For LAUNCH REQUIREMENTS COMMITTEE, S. T. WILLIAMSON, Union Building.

Telephone No. 3755.

[1045]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES TOTIKEN SHAW late of Victoria in the Colony of Hongkong, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1877, made an Order limiting the time for Creditors and others to send in their claims against the above Estate to the 30th June, 1922.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 25th day of May, 1922.

JOHNSON, STOKES & MASTER, Solicitors for the Executors, Prince's Building, Ice House Street, Hongkong.

[1043]

BON TON, LIMITED

(IN LIQUIDATION).

CHEAP SALE.

COMMENCING from WEDNESDAY, the 24th May, 1922, and for 10 Days thereafter, all PIECE GOODS, MILLINERY, LINGERIE, &c., &c., contained in the premises of the above firm, 37, Queen's Road Central, Hongkong, will be sold subject to a cash discount of 25 per cent. to clear.

A. R. LOWE, Special Manager.

Hongkong, 22nd May, 1922.

[1047]

DAIRY FARM NEWS.

CHEESE.

Gruyere	...	\$1.10 per lb.
American Cheddar	...	85 "
Australian	...	85 "
Edam (Full Cream)	...	3.25 " Ball
Coolomnier (Own make)	...	40 " Pat.
Picnic	...	40 " Jar.

MADE DAILY AND READY FOR THE TABLE.

Pressed Beef	...	\$.50 per lb.
Brussels	...	60 "
Pork Fics	...	35 & 50 each.
Cooked Ham	...	\$1.40 per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, June 3rd, commencing at 3.30 P.M.

The charge for admission will be \$1—for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price.

The Stewards invite the Ladies of Hongkong to be present.

G. R.

SALE BY TENDER OF H.M.S. "MOONSHINE."

TENDERS are invited for the purchase of the above named ship as she lies in the harbour.

1. Full particulars of the ship, conditions of sale, permits to view and tender forms may be obtained on application to the undersigned.

2. A deposit of \$100,000 required before forms of tender can be issued, this amount being returned if tender is not accepted.

3. The vessel will be on view from the 4th May to the 31st May inclusive, during the ordinary working hours of the Dockyard.

PARTICULARS OF H.M.S. "MOONSHINE."

A single screw steamer of about L.H.P. 370 Length between Perpendiculars 86'6" Breadth, extreme 19'0" Depth in hold 10'0" Approximate Displacement, Tons 250 (about)

Material of Construction:—Wood Fittings in Cabins, &c. Iron General Fittings on Deck, &c. Steel Hull, Bulkheads, &c. Decks (Steel, wood sheathed) Upper and Lower.

5. Tenders will be received in the Office of the Commanding Officer, Hongkong, up to Noon on THURSDAY, the 1st June, 1922.

J. B. PENMAN, Dy. Naval Store Officer.

H. M. Dockyard, Hongkong, May, 1922.

[1492]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes ABC, QV, RE, RT, RU, RW.

LOST—Thursday, Prince-nez in case, bet. 315 p.m. Ferry. Reward. Wing 47, Nathan Rd., Kowloon.

FOR SALE—Overland 5-seater in perfect condition with full good tyres including one on spare wheel. Trial at any time. Owner leaving Colony. Box S.E., c/o Daily Press Office.

WANTED EMPLOYMENT—By a Lady as MAIDSERVANT. Good references—Apply 5-9 p.m., Telephone 546, Miss N. Burns, 22, Ashley Road, Kowloon.

WANTED—Matched at Repulse Bay to Rent of Purchase. Would be willing to share. Box S.G., c/o Daily Press Office.

WANTED—Six More Chinese Pupils (girls and women) wanted for Piano Singing and Theory by Lady Teacher (British). Highest testimonials from leading Chinese citizens. Box Y.Z., Daily Press Office.

WANTED—Piano and Singing. Highly qualified Lady Teacher will have vacancy for three pupils after May 25th inst. Box W.X., c/o Daily Press Office.

GENTLEMAN, with charmingly furnished, modern house, higher levels, is willing share with bachelors or young married couple. Telephone, Tennis-court, Gardens, healthy position. Apply P. O. Box 485.

TO LET—September 1st, Two furnished rooms (sitting and bedroom) with kitchen, pantry and bath. Higher level. Suit married couple. Apply Box S.F., Daily Press Office.

LOST—Half-grown Bull-terrier, pure white. Name of "Anzac"—Reward. Mrs. MACNAGHTEN, 82, Peak.

TO LET—OFFICES, top floor, Prince's Buildings—Apply HARRY WICKING & Co.

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The Daily Press.

HONGKONG, MAY 27TH, 1922.

INDIA AND OPIUM.

SIR JOHN JORDAN, in an interview given

to Press correspondents at Geneva recently,

described the policy of the Indian Government

in continuing to send opium to

Hongkong as very unsatisfactory. The

Chinese argued, he said, that if India

and other countries were supplying

Chinese with opium why should

not they grow it at home? British

communities in the East, Sir John said,

were of opinion that the prestige of

Britain was very seriously injured by this

action. We doubt whether that belief

generally obtains among British residents

who have some understanding of the

subject. It is true of India, as is true

of China, that the difficulty of ending the

opium trade is one of practical adminis-

tration. A recent statement of the Indian

Government's policy regarding the opium

traffic says: "The population of India

has habituated itself to the consumption

of opium through several centuries. The

vast majority of the people connect it,

and undoubtedly to a considerable extent

justifiably, with certain medical prop-

erties. They have used it for long years

on certain ceremonial occasions. They

cannot and will not be broken of this

habit." That is precisely the case, too,

in China; but in China, we have had

Governments which are Governments in

name only professing to suppress these

ignominious habits of a vast population by

edict. The results, astonishingly successful

at first, have proved, in the long run,

simply ludicrous. India, on the faith of

the promises of the Government of China

voluntarily gave up a revenue amounting

to about 24,000,000 a year, in order to

assist China in stamping out the use of

opium. The Government of India have

for the past seven years, ever since the abolition of the China traffic in 1913 as a consequence of the agreement of 1909, imposed a voluntary limit on their total sales of opium to Eastern countries. This limit is 13,500 chests a year, but of late the actual figures have fallen to about two-thirds of the maximum. A direct

consequence of this restriction is that the price of Indian opium has risen enormously. Whereas in 1914 the price of Indian opium for export was Rs. 1,500 (£190) a chest, it is now over Rs. 6,800 (£700). On the other hand, opium is now being grown again in China on a very extensive scale; the drug is being freely

used in China and is obtainable at a price far below that at which Indian opium can be supplied. It is stated indeed that the price of opium in China has fallen to "about one-fourth the rate obtaining last year." If that is the case the obvious inference to be drawn from it is that there must have been an enormous increase in the amount of opium manufactured in China. That, indeed, is a generally known fact.

"It is important to note," says the statement of the Indian Government's export policy, "that all imports of opium into any country are under the complete control of the Government of that country. India makes no attempt to push the sales of opium. On the contrary, the Government of India have voluntarily limited their total sales for export to an amount less than the proved demand and they have repeatedly attempted to cut down exports within these reduced limits where it appeared probable that a quantity in excess of the legitimate requirements of the importing country was being taken."

CABLES.

LATEST CABLES
(THROUGH REUTER'S AGENCY.)RUMOUR COMMUNIST
REVOLUTION IN SOFIA.
REFUGEE RUSSIAN OFFICERS
EXPELLED.

Sofia, May 25th.

While there are rumours of a Communist revolution in Sofia, this is semi-officially denied. The Government has begun an anti-White-Russian campaign which its opponents maintain is intended to placate the Communist and Bolsheviks following the discovery of an alleged plot of Russian refugee officers.

The Government has ordered the expulsion of forty high Russian officers, including General Koutepoff, the chief officer of the Wrangel troops in Bulgaria, who will be allowed to proceed to Constantinople.

All Russian refugees whose conduct is dangerous to law and order will be expelled and Russians in Bulgaria will be repatriated as soon as possible.

SITUATION IN IRELAND.
CONTINUED FIGHTING IN
BELFAST.

LONDON, May 25th.

The casualties totalled six dead and fourteen wounded as the result of the continued fighting at Belfast yesterday. Curfew has been proclaimed throughout six counties and warlike preparations are proceeding.

FRENCH BOAT CAPTURED
OFF IRELAND.

CREW DETAINED BY I.R.A.

LONDON, May 25th.

The Irish Provisional Government captured a large French sailing ship, several of which have recently been lobster fishing off the Donegal coast, alleged to be within the three-mile limit. The crew were taken to Arranmore Island, where they were detained by the I.R.A.

FIRE IN AUSTRIAN MUNITION
FACTORY.

TEN KILLED SIXTY WOUNDED.

VIENNA, May 25th.

A fire broke out in a munition factory at Blumau. It was caused by the explosion of a nitro-glycerine tank. Ten persons were killed and sixty wounded. Heavy damage resulted from the explosion.

EARLIER CABLES.

THE DERBY.

PROBABLES, JOCKEYS AND PRICES

LONDON, May 25th.

The following are the probable runners and jockeys in the Derby next Wednesday:

Scamp (Lane), Simon Pure (Jelliss), Villars (Belhouse), Diligence (MacGee), Rungho (Ladson), North End (Wrugg), Pondoland (O'Neill), Tamar (Frank Butler), Bucks Hussar (Childs), Craigangower (Whalley), Dry Toast (Chaplake), Irish Battle (Beary), Baydon (Thwaites), Silpho (H. Wheatley), Satelles (Elliot), Captain Cattle (V. Smyth), Lembach (Lester), South Crofty (G. Smith), Mavrus (Gardner).

Jockeys have not yet been assigned to the following:—Schiehallion, Swithin, Baton Rouge, Beecho, St. Louis, Lord of Burghley, Psychology, Norseman, Sir Gray Kest.

Betting: 7-2 against Pondoland; 9-2 St. Louis; 9-1 Beecho; 9-1 Captain Cattle; 100-7 Tamar; 20-1 North End, Craigangower, and Lord of Burghley; 25-1 Scamp; 25-1 Bucks Hussar; 33-1 Diligence, Simon Pure.

HOME CRICKET.

SOME EFFECTIVE BOWLING.

LONDON, May 25th.

At Bristol, Hants beat Gloucester by 74 runs. For the winners Kennedy took five wickets for 52, and seven for 59, Boyes captured four for 24 and three for 15.

At Brighton, Sussex beat Worcester by an innings and 95 runs. In the latter's second innings A. E. Gilligan obtained seven wickets for 16.

SLAVIC ALLIANCE.

DR. BENES FORECAST.

PRAGUE, May 25th.

Speaking in the Chamber of Deputies, the Premier, Dr. Benes, forecasted an early alliance between Czechoslovakia and Yugoslavia. He paid a tribute to the Little Entente's part in the Genoa Conference, and declared that neither Germany nor Russia was at present an acceptable partner in any alliance.

MR. LLOYD GEORGE AND THE
GENOA CONFERENCE.
THE MENACE OF RUSSIA.

PREMIER'S GRAVE WARNING.

LONDON, May 25th.

In the House of Commons, Mr. Lloyd George was cheered on rising by the supporters of the Ministry. He said he did not propose to speak on German reparations or Anglo-French relations, which would be debated next week, but solely on the Genoa Conference, remarking that he was most hopeful that the report of the various Commissions would result in an improvement of the difficulties impeding the recovery of Europe.

Referring to the war atmosphere hanging over Genoa, he described the Russo-German Treaty as a flash of light revealing the danger of ignoring the Russian problem. It was possible further to discuss Germany, but it was impossible to prevent her re-arming Russia, a distressed but a most formidable nation. Speaking impressively, Mr. Lloyd George hoped his warning to-day would not be quoted a few years hence. He emphasised that the British Empire Delegation consisted of every stage and was unanimously supported by Britishers who thought that in the interests of world peace some arrangement with Russia was necessary, whatever they thought about the Soviet.

Mr. Lloyd George examined at length the difficulties of an arrangement with Russia, difficulties not of practice but of principle. Theorists intervened at Genoa, but whenever business had to be discussed, he was most hopeful that something would be accomplished at the Hague, where experts would view the matter from a different angle. Meanwhile they had to consider at Genoa the danger of a conflict in Europe. Reports they had received of the dispositions and increase of Russian troops were most alarming, hence the truce, which he hoped would end in a permanent peace pact after The Hague conference, justifying with pride the British Empire delegates in their leading part in fighting for high ideals. If the Genoa Conference failed, the condition of Europe would be tragic.

Several speakers in the ensuing debate, dwelt on the desirability of a revision of the reparations question and the danger of a breach of the Anglo-French Entente.

Mr. Clynes and the Labour members were unable to approve of a general repudiation of debt, particularly in relation to Russia.

Mr. Lloyd George, winding up the debate, emphasised his desire to work amicably with France for the peace of Europe, but it would be impossible to settle the reparations question until French opinion was favourable.

Mr. Lloyd George, referring to the alleged secret clauses in the Russo-German Agreement which were published in some of the newspapers, said he was not going to deal with the forgery of Military Agreements which would only take in the gutter. Such attention was unnecessary.

Both Mr. Clynes and Mr. George Barnes paid a tribute to the Premier's efforts at Genoa and declared that his persistence saved the Conference from shipwreck.

Mr. Barnes thought the most sinister fact in Europe was Russia's million and a half armed men.

Mr. Lloyd George, in the course of his reply, defended private conversations between two statesmen at Genoa to which Lord Robert Cecil had taken exception. He declared that Lord Robert Cecil, quite justifiably, had privately conferred with President Wilson about the League of Nations, and as he had with General Smuts. He quoted similar private conversations at Washington between Mr. Hughes, Mr. Balfour and the Japanese delegates. He agreed that a serious disagreement with France would be one of the most disastrous things for European peace, but pointed out, however, the difficulty of reconciling British views as regards Russia and Germany with the French views.

RUSSIA'S IDEA OF CREDIT.

Large Russian ideas about securing loans and credits at Genoa were revealed by Sir Worthington Evans, who stated that the Soviet representatives had a plan for £200,000,000 loans in annual instalments over three years. He told them that no Government in the world had power over such an amount.

An amendment moved by Mr. Rupert Gwynne, in most vehement terms denouncing the Government, seeking to reduce the vote on which Mr. Lloyd George made his statement, was rejected by 235 votes to 25.

JAPANESE TROOPS IN
SIBERIA.

NOT AFFECTED BY NON-AGGRESSION PACT.

LONDON, May 25th.

In the House of Commons at question time, Mr. Chamberlain pointed out that the Genoa Non-Aggression Pact was founded on the observance of the status quo and the present situation in Siberia, therefore, would not be affected. He did not doubt, however, that the Japanese troops would be withdrawn as soon as possible. The British Government had no information regarding the alleged ultimatum presented by the delegates of the Far Eastern Republic at the Dairen Conference.

Replying to Mr. Malone, Mr. Chamberlain said he did not consider it his business to enquire into the accuracy of the reported further advance of Japanese troops. (Cheers.)

THE WORLD FLIGHT.

"GLORIOUS" TRIP.

LONDON, May 25th.

Major Blake and his companions in the world-flight spent the night at Paris and hope to reach Turin to-night. They describe the trip hitherto as glorious. Details of their arrival at the various stopping-places will be anxiously awaited. (Continued at foot of next column.)

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

BANQUE INDUSTRIELLE INQUIRY.

PARIS, May 25th.

The examining magistrates in the judicial inquiry into the affairs of the Banque Industrielle de Chine have decided to ask for annulment of Parliamentary immunity in the cases of Senators Andre Berthelot and Perchet and the Deputy M. Lamassiere.

M. PERNOTTE TO APPEAR IN
POLICE COURT.

PARIS, May 25th.

As a result of the judicial inquiry into the affairs of the Banque Industrielle de Chine, M. Pernotte, an ex-director, will appear in the Police Court in connection with his deals in tins.

A MATTER OF EXCHANGE.

The Board of Directors granted M. Pernotte a bonus of 200,000 francs which was payable by the Peking agency. M. Pernotte directed that this should be credited to him in tins reckoned at the legal exchange rate. Similarly, in accordance with his contract with the bank, he caused his salary to be reckoned in the same currency. This was in accord with the practice of the French Government in paying its officials in the Far East.

The tin quotation having risen M. Pernotte made a handsome profit, but the judicial investigators are of the opinion that this was an abuse of confidence.

VLADIVOSTOCK FISHERIES
DISPUTE.

JAPAN WILL NEGOTIATE.

TOKYO, May 25th.

Japan has accepted the proposal from the Mergulov Government to reopen negotiations on the fisheries dispute in Vladivostok. The Japanese representative will be Consul-General Matsumura.

RUSSIA'S FUTURE.

WRANGEL'S PREDICTION.

Mr. Ois Swift, special correspondent of the Chicago Tribune, wires from Belgrade, on March 24th.

"Despite the will of the world, foreigners still rule Russia. But days are coming when once more she will be grand, powerful, and glorious."

Thus General Wrangel, leader of the broken, battered, and destitute 50,000 Russian Monarchists, who have sought their last refuge in Jugoslavia.

The interview occurred in a magnificent, appointed building, which is still called the Russian Embassy here. General Wrangel, who is a vivid and picturesque personality, is a lean and 70 figure in the gorgeous blue-and-gold uniform of a Cossack general, and about his neck the Cross of St. George, which he won on the Russo-German front—leaves forward, gestulating as he told of the Monarchist hopes for the restoration of the empire.

"What is our programme? First, I say that Bolshevism is rotten to the core, and will fall in a new revolution. Then, Russia will need a strict military regime for the re-establishment of order. Therefore, I am holding my army together, being potentially able to raise 150,000 men. Russian emigrants, outside Russia to-day. Once order is re-established, the Monarchist plan to have all Russians vote to determine whether they want a Republic or a Monarchy. Personally, I believe that a Republic is impossible in Russia now, but we shall see."

For the economic rehabilitation of Russia, General Wrangel hopes that America will send economists and engineers without stint. "We Russians, emigrants of the old regime, look to America alone for the future hope of salvation of our country. America is practically Russia's only sincere and disinterested friend. In its attitude towards the Genoa Conference, the United States once again proved its faith and friendship for the real people of Russia."

U.S. BANKERS WILLING TO
HELP EUROPE.

BUT NO ASSISTANCE FOR RUSSIA.

PARIS, May 25th.

Mr. Pierpont Morgan told a committee of financial experts that American bankers were prepared to assist Europe if assured that the assisted countries would themselves take steps for reconstruction. He added that this did not apply to Soviet Russia.

LORD CURZON INDISPOSED.

EARL BALFOUR TO ACT AS
FOREIGN MINISTER.

LONDON, May 25th.

Doctors having ordered Lord Curzon to rest for approximately six weeks, Earl Balfour has consented temporarily to act as Foreign Secretary. He assumed the functions of office to-day.

DAVIS CUP COMPETITION.

JAPAN NOT TO TAKE PART.

TOKYO, May 25th.

Japan has declined to take part in the Davis Cup Competition, owing to inability to arrange a team.

SIGNALLING AT SEA.
BETWEEN WARSHIPS AND
MERCHANTMEN.

It is satisfactory to learn from a recent Admiralty Order says the Naval and Military Record, that the return for the last quarter of 1921 on signalling between H.M. ships and merchant vessels shows a high percentage of successful results, signalling generally being very good. That efficiency in visual signalling has shown a marked increase during recent years is well known, and there appears to have been a corresponding improvement in the art as practised by the merchant service, for otherwise the excellent results recorded in recent returns could not well have been attained. The war of course, gave a great impetus to signalling in both services, and it is gratifying to find that to all appearances the proficiency then reached has not fallen off. It is almost ten years since this question of signal communication between H.M. ships and merchant vessels was ventilated in our columns by letters and articles based upon the criticisms that Lord Charles Bessborough, as he then was, had passed on the want of capable signalmen in the mercantile marine. He had been greatly interested in this question for many years, having recognised its importance ever since the occasion on which he made the experiment of "speaking" the merchant steamers passed by his fleet, without getting a reply from more than one of them.

By 1912 conditions must have undergone considerable improvement, for one of our correspondents then asserted with confidence that 90 per cent. of mercantile marine officers were already perfect in both Morse and semaphore and had been so for years, long before the Board of Trade included it in their examinations. This writer went to the length of guaranteeing that if Lord Charles cared to pick out the smartest yeoman of signals in the British Navy and send him aboard the writer's ship he would find his match amongst any of the officers. While accepting his statement as to signalling proficiency in his own particular ship, we ventured to doubt whether so high a level of efficiency had been reached by merchant officers generally; but, as we have said, all that was ten years ago, since when we have passed through a great war in which Navy and merchant service were necessarily thrown into the closest co-operation, and when prompt and efficient signalling on both sides became indispensable.

FAIR PLAY FOR THE MERCHANTMEN.

We do not think it will be denied that when a warship and a merchant vessel meet at sea and are able to hold a signal conversation without hitch or delay, the greater credit for this performance should go to the signalmen in the merchantmen, whose work is handicapped by conditions not met with in the warship. A merchant service master has explained what happens on such occasions, whether the ship is a liner or a tramp. In the former case, there will probably be only one officer on watch, and with him a quartermaster and a messenger boy, whilst the watch-officer in the tramp would be alone. Now comes along the fleet, led by the flagship, on whose bridge stands the signal-boatsman, yeoman of signals, and about six other signal ratings, all on the qui vive. The Admiral piers a signal to be made. The flags may possibly be hidden by smoke or a mist or some other obstruction. The harassed merchant officer makes out the flags and dives into the chart room to get the signal book. When he has found out what the message meant (probably "Where are you bound?") he has to look up the signal letters for the port he is bound to, race away to the flag-looker—the quartermaster being busy aft dipping the ensign to the mast-of-war—pick out, bend on and hoist the signal by himself, after first hoisting the answering pennant to say that the message has been read.

To accomplish all this in five minutes would be quick work; but meanwhile the fleet passes by; with the Admiral presumably saying to himself or his officers, "What an inefficient lot these merchant service fellows are!" Signals by Morse and semaphore, have to be made in the same conditions, the merchant officer making and taking any signals by himself, and at the same time having to look after the navigation of the ship; whereas a naval officer has only to con his ship and leave the signalling to the party of experts who are there for that purpose. It was customary during the war to allocate Navy signal ratings to the larger and more important merchantmen in a convoy, but in the majority of cases mercantile officers had to do all signal work themselves, and, as Naval men are the first to admit, they performed it with an efficiency which left little to be desired.

A NEWSPAPER'S 125TH BIRTHDAY.

LINK WITH SIR WALTER SCOTT.

With the publication of its issue on April 12th, the Kelso Mail completed the 125th year of its career. Its first printer, publisher, and editor was James Ballantyne, founder of the Ballantyne Press, of Edinburgh, now represented by Ballantynes, Hanson and Co., London. The paper was founded on the advice and with the assistance of Sir Walter Scott (who was Ballantynes' schoolfellow at Kelso Grammar School).

For over 80 years it appeared as a semi-weekly, thereafter as a weekly, which accounts for its serial number being now 10,930. Its price was at first 4d. for a sheet of four pages, 12in. by 18in., rising subsequently for a time to 7d. On October 3rd of this year of its first issue it was, at a meeting of heritors and gentlemen of Roxburghshire, appointed the country paper, in place of the *Calonian Mercury* (Edinburgh), long since dead.

SCOTTISH LETTER.

SIR WILLIAM SUTHERLAND'S
PROMOTION.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 12th.

Surprise has been caused by the announcement that Sir William Sutherland, member for Argyll, is appointed to the office of Chancellor of the Duchy of Lancaster. This feeling arises less from the place having been offered to him than from his having accepted an office which has generally been reserved for superfluous or superannuated Ministers. Sir William, it is understood, welcomed the change mainly because he has found the Parliamentary duties of Scottish Whip, and the silence thereby imposed upon him, to be somewhat tedious. The intention is that the duties of his office being light, he should make himself generally useful in the work of the Government.

Sir William Sutherland is very popular among his fellow members of Parliament. Formerly known as "Willie," he is now addressed as "Bill." Standing apart from the general run of politicians, he has been to many of them more or less a mystery man, very few knew precisely the character of his operations, or the weight he carried with the people who matter in Whitehall and Downing Street. But he was certainly a power, and a man who was trusted. It is many years since he first came under the notice of Mr. Lloyd George. If we mistake not, it was during the *Wangel-murzel* period, when Mr. Lloyd George discovered that the young Glasgow graduate had a wide first-hand knowledge of the land question. Sir William is a thorough-going Liberal, but he finds no difficulty in working harmoniously with even the extreme Unionists among his Coalition colleagues.

THE AMENITY OF EDINBURGH.

The long drawn out struggle on the question whether the electric cars in Princes Street of Edinburgh should be run from overhead wires or by a conduit has at last been settled. An inquiry was held by the Ministry of Transport, and the result is that central poles for the support of the wires will be permitted to be erected. It is not an exaggeration to say that the vast majority of the educated, artistic, professional, and cultured classes in the city strongly disapproved of this disfigurement of "the finest street in Europe." It is, indeed, a victory for utility over amenity.

WHAT BY THE LONDON SCOTCHMAN.

The London Scotchman may add more feathers to its bonnets as the result of its Easter holiday marching. In order to test the general standard and stamina of the regiment as compared with pre-war days, a route march to Brighton was arranged. The results astonished everyone. The time taken—18 hours, 59 minutes—broke the previous record, held by the London Rifle Brigade by some 20 minutes, and the London Scotchman record by about three hours. The herps of the trail, 29 in all, included several youths of 18, who had just passed the recruit stage. Only three halts were allowed, and full marching kit was carried. Advantage is being taken of this success to advertise the regiment as a duce domain for all Scottish lads going to lonely London.

THE NINTH SCOTCH DIVISION.

On the 9th of April, 1917, the opening day of the battle of Arras, the Ninth Scottish Division found themselves at a spot known as Point du Jour, about five kilometers east of Arras. It marks the limit of a victorious advance of Highland and Lowland troops, an advance which forms an outstanding event in the history of warfare, for no British troops till then had eaten so strongly into the deeply fortified territory held by the enemy. Exactly five years after that battle of Arras, elements of the former Ninth Scottish Division, including a number of officers and men who assisted in the capture of the Point du Jour, again found themselves on the high ground which had formed their objective, this time to do honour to their dead comrades and to all who had served in the Division, by assisting at the unveiling of a memorial to their deeds. The memorial is in the form of a cairn, and is a copy of the rough-hewn monument on Culloden Moor. It stands on half an acre of ground, a patch of the former battlefield, which, with its shell holes, its trenches, and its barbed wire, contrasts strongly with the symmetrical furrows of the ploughed fields which surround it. The plot has been purchased, so that this corner of a foreign field shall remain for ever Scottish.

NEW P. AND O. LINE.

Messrs. Harland & Wolff, Greenock, have delivered to the P. and O. Steam Navigation Co. the large twin-screw passenger steamer *Bahamada*, 13,100 tons, which is the fourth of five sister vessels ordered by this line from Harland & Wolff. It is expected that the last of the group, the *Redgip*, will shortly be ready for sea. The official trial of the *Bahamada* took place on the measured mile on the Clyde, and most satisfactory results were obtained.

MISS ELLEN TRENT, L.D.

Great pleasure is expressed at the resolution of the Senate of St. Andrew's University to confer the L.L.D. on Miss Ellen Terry, the honour being all the more notable in that she is the first actress to receive the degree. This year's list of Doctors of Law is exceptionally catholic, however, and embraces such names as Sir Squire Bancroft, Sir Sydney Colvin, Mr. John Galsworthy, Sir William Robertson Nicoll, Mr. Charles Whitley, and Mr. Thomas Hardy. The occasion will also be marked by the installation of Earl Haig as Chancellor of St. Andrew's, and Sir J. M. Barris as Lord Rector.

THE PARI-MUTUEL AND BETTING.

In virtue of the judgment in an action heard before Lord Blackburn in the Court of Session, it may be taken that bets paid by cheque are recoverable in Scotland as well as in England. But that was not the ground on which this particular case was decided. The parties differed as to the nature of the transactions between them; indeed the question tried was whether or not the transaction was a bet at all. Lord Blackburn accepted the contention that "The Totalisator" as worked in this case was a "pari-mutuel" system. Money received on each race was pooled and the proceeds divided among the nominators of the winning horse, with a deduction of 10 per cent. as commission. The pursuer carried on transactions in this manner for six months.

At the end of the six months the aggregate winnings and losses were reckoned up; if on a balance a contributor had won more than he had lost, a cheque for the amount of his gains was sent; if he had lost more than he had won, a statement was sent asking for a cheque to reimburse the defenders for the sum they had already sent to the winning contributors. During the six months the pursuer lost over £211, and won over £409; he claimed repayment of the difference. He stated that the amounts won were on starting prices, but, according to the defenders the only bearing this submission had was that they guaranteed that contributors who selected the winning horses would in no case receive less than they would have done if they had placed a bet in the ordinary way. Lord Blackburn thought that the true question at issue between the parties was whether any one who conducted a pari-mutuel necessarily entered into a wager with each and all of the contributors. He did not find it necessary to decide that question. He gave his judgment in favour of the defenders on the ground that the pursuer's averments were lacking in specification, but his observations suggest that a contribution to a pari-mutuel is not a bet, and that if turf accountants and commission agents generally were to adopt that system they could secure themselves against the effects of the House of Lords' decision regarding payments by cheque.

An interesting development of this case is found in the fact that some of our leading Scottish newspapers, in the course of their comments on the above case, indicate a great change in public opinion. The *Scotsman*, for instance, says that the business of betting will not be stopped by any legal disability attaching to it. Thousands of pounds change hands in this manner every day. Why should not the State reap some benefit? In France the Government receive about £15,000,000 a year in taxation from the pari-mutuel, and probably more than that could be obtained in this country if an impost were put on all betting transactions. There is no reason to believe that it would tend to increase gambling, as opponents of the idea argue, and it would bring in much needed revenue. Temperance reformers do not object to the State deriving as much as it can from the taxation of alcoholic beverages. The one appears to be as legitimate a subject as the other for the attention of the Chancellor of the Exchequer.

CHURCH UNITY AND ITS FINANCIAL PROBLEMS.

Lord Haldane has accepted the Secretary of Scotland's invitation to be Chairman of the Departmental Committee to advise the Government as to the financial problems which will arise in the event of the Union between the Church of Scotland and the United Free Church. It will be remembered that Lord Haldane was one of the counsel for the U.F. Church in the great litigation which followed the Church Union over twenty years ago; and he has besides hereditary associations with Scottish ecclesiastical history.

EX-KAISER'S EMPTY BOAST.

"I HAVE NO FEAR OF DEATH."

The Berlin newspapers have published preliminary notices of a book on the ex-Kaiser, written by a former general whose name is not given. The publisher gives an account of Wilhelm's last hours and sayings before he left his army for Holland.

The author represents that the ex-Kaiser fled owing to a "tragic misunderstanding," by which he was led to believe that the advice to flee came direct from Hindenburg, which, says the author, was not the case.

The book gives extracts said to have been taken from the ex-Kaiser's diary, and these represent him as being at first determined to place himself at the head of his armies and wrest the Fatherland from the revolutionaries by force. It is stated that all the generals, with the exception of the Crown Prince, advised him against this course, because the Army was no longer trustworthy against the enemy and certainly would not fight its own countrymen. When the Kaiser saw that his plan was impossible, the entry in his diary, as given by this book, reads: "And if even only a few of my gentlemen remain true to me I will fight with them to the last; even though we should all be battered to death. I have no fear of death. I should also be leaving my wife and children in the lurch. That I cannot do. I will remain here!"

The passage quoted has the familiar ring of a Wilhelmian outburst and seems genuine enough as representing what crossed the Kaiser's mind. As the *Forwards* points out, however, history will take account only of what he did. Actually he decamped to Holland and escaped the heroic death of his fancy.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

RAILINGS SUBJECT TO ALTERATION

SHANGHAI via SWATOW ...	"TINGSANG"	Sunday	28th May	Daylight
SHANGHAI via SWATOW ...	"TINGSANG"	Sunday	28th May	Daylight
HAIPHONG via HOIHOW ...	"HANGSANG"	Sunday	28th May	Daylight
MANILA ...	"LOONGSANG"	Monday	29th May	Noon
BANGKOK via SWATOW ...	"CHANGSANG"	Tuesday	30th May	Noon
SHANGHAI via SWATOW ...	"FAUSANG"	Wednesday	31st May	Noon
SANDAKAN ...	"HINSANG"	Thursday	1st June	Noon
STRAITS & CALCUTTA ...	"HORSANG"	Friday	2nd June	2 p.m.
TIENTSIN ...	"CHEONGSANG"	Sunday	4th June	Noon

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BURNED LINE.—Fortnightly sailings to and from Sandakan by two 4,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bill of Lading for Kadat Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chedao.

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GENERAL MANAGERS.

TELEPHONE No. 215.

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Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Discharge
S.S. "RADNORSHIRE"	30th May	6th June
M.V. "GLENBEG"	31st May	17th June
M.V. "GLENLUDE"	1st June	1st July
S.S. "GLENSEANE"	4th June	20th July

HOMWARDS.

Vessel	Leave Hongkong	Discharge
M.V. "GLENBEG"	30th May	6th June
S.S. "RADNORSHIRE"	31st May	17th June
S.S. "GLENLUDE"	1st June	1st July
S.S. "GLENSEANE"	4th June	20th July

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

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Sailings from Hongkong subject to alteration.

The Steamship

"YUET WAH"

will be despatched

For SARAWAK (KUCHING) via HOIHOW and SINGAPORE.

For sailing date and further particulars please apply to

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913

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(KAWASAKI STEAMSHIP CO.)

CAPITAL & PAID-UP : ¥20,000,000

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Managing Director: Mr. MATSUYAMA

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NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 2, Bunko Kōza

THE ZEPPELIN WAR RECORD.

ALLIES DESTROY 26.

HEIGHT & ARTILLERY.

(FROM "THE TIMES" CORRESPONDENT.)

Some statistics of the Zeppelins and other airships employed by the German Navy (as distinct from the Army) during the war were published last month in the *Marine Rundschau*. Included is a complete list of naval airships, with the names of their commanders and watch officers, the date of their being put into service, the number of cruises and attacks made, their airport stations, and a brief account of their ultimate fate.

From first to last the German Navy had at its disposal 73 airships. Six were either air training-ships or were used for special purposes, so that 67 took part in actual scouting and operations. The figures show that the average for each vessel was 16 cruises and three attacks. The maximum number in commission at any one time was 19. The highest number in commission in a single year was 39 in 1917, but the greatest number of cruises and attacks was made in 1916. In that year the 31 airships in commission at various times made 296 cruises and 107 attacks. But it was also the year of the greatest losses. Eight were destroyed by enemy action, four by storm, and four by explosion. In the following year nine were lost by enemy action, and five by storm. The total loss for the whole period of the war 52, made up as follows:—Destroyed by enemy action, 26; destroyed by storm, 14; destroyed by explosion, 12. Besides these, however, 17 others went out of service for various reasons.

Full particulars are given about the various stations. The double shed at Fuhlsbüttel was burnt down on September 16th, 1916. That at Tondern was burnt out three times and rebuilt. Of the four double sheds at Ahlhorn, three were blown up and totally destroyed in the great explosion which took place on January 5th, 1918.

A RECORD OF DISASTER.

Of the 52 airships lost, the crews of 19 were killed, the crews of six taken prisoners, and the crews of three were interned. In the case of the other 24 there was no loss of personnel. Nine airships were left in commission when the Armistice was declared, including the two school airships at Nordholz. One was in course of construction.

Of the six Zeppelins put into commission in 1914, L.3 and L.4 were stranded during the storm of February 17th, 1915; L.5 was stranded at Dünaburg, in Courland, on August 6th, 1915, after being hit by enemy fire; L.7 was shot down in flames by the enemy on May 4th, 1916; L.6, the training-ship, exploded in its hangar on September 19th, 1916; and L.8 was shot down in action of March 5th, 1915, and stranded at Tondern. Twelve were put into commission in 1915. L.13, commissioned on November 3rd, 1915, caught fire in the hangar at Tondern a fortnight later while being inflated. L.9 blew up in the hangar at Fuhlsbüttel on September 19th, 1916, and L.10 was struck by lightning above Neuwerk Island on September 3rd, 1915. Of the rest, L.12, L.15, and L.19 were shot down; L.17 blew up in the explosion at Tondern; L.20 was stranded at Stavanger, in Norway; L.11, L.13, and L.19 were dismantled, and only L.14, the training-ship, survived to be handed over at the Armistice.

Of the 1916 ships, L.21, L.22, L.23 (at sea), L.31, L.32, L.33 (over London), L.34 (over Sunderland), and L.39 (over Compiegne), were shot down. L.24 caught fire while entering the hangar at Tondern, and caused the explosion which destroyed L.17. L.25 to L.29 were Army ships. L.30 and L.37 went out of commission in 1917, and were handed over to the Allies at the end of the war. L.36 and L.38 were stranded.

The 1917 ships suffered bad losses both from explosions and in action. The great explosion at Ahlhorn on January 5th, 1918, accounted for L.46, L.47, L.51, and L.58, besides the Schütte-Lanz, SL.20; L.57, which had been intended for the expedition to German East Africa, exploded in mid-air on her trial trip on October 7th, 1917, 14 days after completion. The entire crew perished, and the cause of the disaster was never discovered. She was succeeded by L.59, which made the trip, but was recalled when over the Sudan because the Germans had then evacuated German East Africa. This vessel bombed Naples, and was engaged in an expedition to bomb Malta when she came down in flames in the Straits of Otranto for reasons unknown, as she was not then under attack.

The following were destroyed in action:—L.43 (in the North Sea), L.44 (near Lunéville), L.45 (over Sisteron), L.48 (after bombing the Suffolk area, brought down by the R.F.C., with Commodore Schütte on board), L.49 (near Bourlennes), L.50 (in France, afterwards sailed away without crew), L.53 (by a British airman while scouting), L.54 and L.60 (by a British airman while in the hangar at Tondern), and L.55 (over Tiffenort, in attack). L.40 was stranded at Nordholz aerodrome in foul weather. The others were either dismantled or were handed over at the Armistice.

THE STRUGGLE FOR ALTITUDE.

The Zeppelin war had been a continuous struggle on the part of the Germans to attain altitudes that could not be reached by the defence. In the summer of 1917, they had reached altitudes at which human beings could not live without oxygen (afterwards compressed air was used). The type L.53 to L.55, then in use, had a cubic capacity of 55,000 cubic metres and a maximum altitude of 18,000 to 20,000 feet. But in 1918 they found their attacks badly hampered by British aeroplanes and the "excellently organized artillery" in England, and they were at best able to attack only in cloudy weather. (Continued at foot of next column.)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

The Company's new steamer, the s.s. **HOSANG**, 141 knots, 5,698 tons gross, will be despatched at 3 p.m. on 2nd June for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to Rangoon, Madras, Port Swettenham and Dutch East Indies.

This steamer has the most up to date accommodation for 22 first class passengers, all State-rooms, Bath-rooms, Saloon and Smoking Room being fitted with the very latest improvements. A qualified Doctor is carried and every comfort is assured. Wireless is installed and refrigerators allow of a constant supply of fresh food.

FIRST CLASS FARES:—

	Single	Return
HONGKONG to SINGAPORE ...	\$100.00	\$175.00
" PENANG ...	132.00	231.00
" CALCUTTA ...	226.00	396.00

For further particulars, please apply to

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GENERAL MANAGERS.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th inst. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th prox., or they will not be recognized. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

1054

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENDORAY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 8th June, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 25th May, 1932. [1053]

NOTICES TO CONSIGNEES

S.S. "ANGERS."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LEB, in connection with above Steamer hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remained undelivered after 26th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Saturday the 27th inst., at 10 a.m. No Fire Insurance has been effected.

A. JOHARD, Acting Agent. [1050]

Hongkong, 22nd May, 1932.

S.S. "COMMANDANT DORISE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remained undelivered after the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday the 26th inst., at 10 a.m. No Fire Insurance has been effected.

A. JOHARD, Acting Agent. [1051]

Hongkong, 21st May, 1932.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ATREUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 26th May. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th June, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. [1052]

Hongkong, 25th May, 1932.

5 Reasons Why PARIS GARTERS

are recognized as the standard in men's garters by discriminating and well-dressed men throughout the whole world:

1. Being tailored to fit the leg, they are secure and wholly comfortable at all times.
2. Their rubber cushion clasp, an exclusive feature of Paris Garters, hold the hose between rubber and rubber—securely and with no chance to tear even the sheersilk hose.
3. Their trimmings are fast-proof—cannot be corroded by perspiration.
4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.
5. Paris Garters are made in every detail to merit and retain their reputation for supremacy in value, comfort and service.

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694 The Looms, NOTTINGHAM, England.

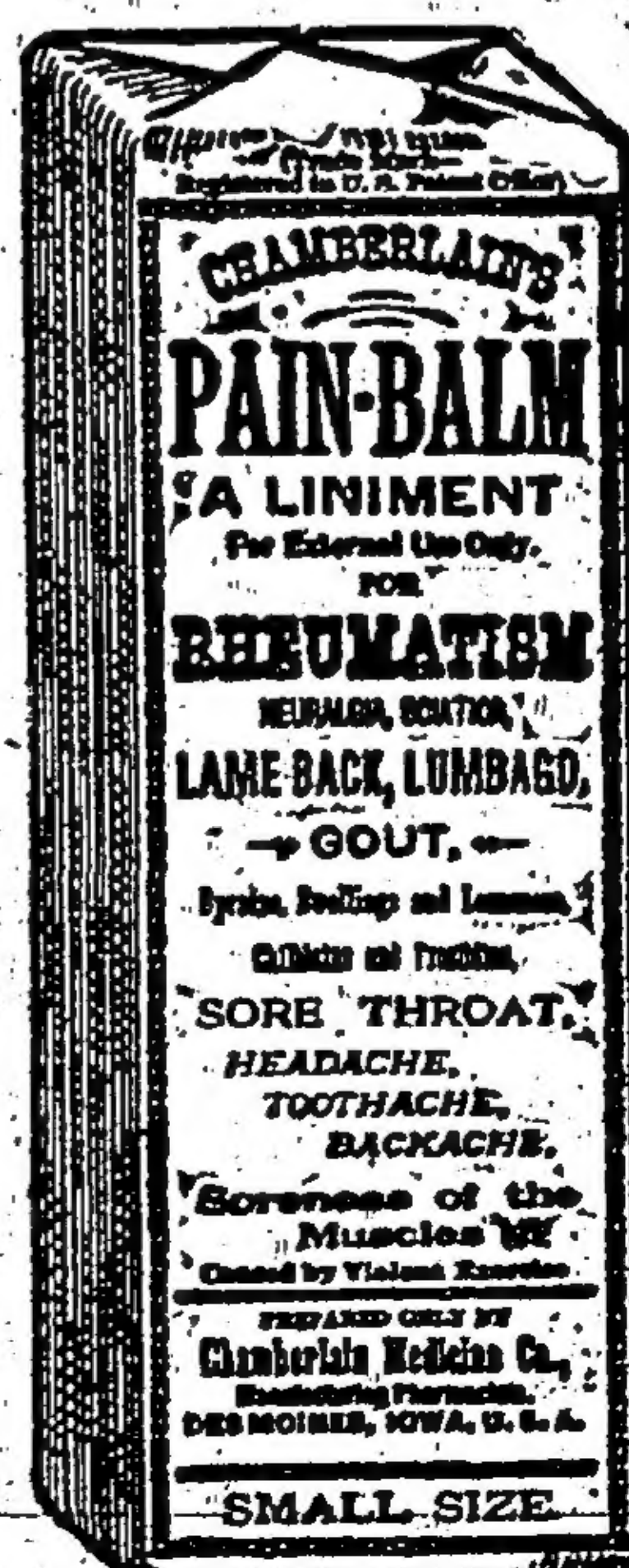
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Send a CHEQUE OR POSTAL ORDER FOR THE

The L. 70 was a new type, with seven motors and an altitude of 21,000ft., where-by it was hoped to outstrip any defence. It set forth on August 6th, 1918, with the Commodore, Captain Peter Straffer, on board, but the uncertain temperature of the August night prevented it from attaining its maximum altitude, and it was shot down by British sea forces on August 10th, 1918. On the following day the next in seniority, Captain Fritz, was brought down with L.53, and it was decided temporarily to abandon attacks till the new type, with a cubic capacity of 62,000 cubic metres and an altitude of 22,000ft., was ready. Fortunately the German Navy mutinied and the German front collapsed before this was ready. L.71 was handed over with the other eight to the Allies, and L.72, still unfinished, was ultimately completed and surrendered to France.

Nine Schütte-Lanz, three Paravals, and one other were commissioned. None of these proved satisfactory.



SHIPPING NEWS

ARRIVALS.

May 25th.
Bendarna, British str., 2,357 tons, Capt. D. T. Calley, from Singapore, with a general cargo.—Gibb, Livingston & Co.
Haida, British str., 1,141 tons, Capt. D. T. Lewis, from Bangkok, with a general cargo.—W. F. Shing.
Phan Seng, Chinese str., 1,297 tons, Capt. Khoo Huanmud, from Bangkok, with rice.—B. & S.
May 26th.
Assy Le Radon, French str., 3,000 tons, from Marseilles, with a general cargo.—Messageries Maritimes.
Saipang, British str., 1,934 tons, Capt. W. Shau, from Shanghai, with a general cargo.—B. & S.
Tungtung, British str., from Canton.
Tydatang, Dutch str., 2,470 tons, Capt. J. J. Blankert, from Batavia, with a general cargo.—J.C.J.L.

CLEARANCES.

May 26th.
A. L. Riden, for Shanghai.
Africa Maru, for Shanghai.
Chikago Maru, for Canton.
Albie Maru, for Poreoval.
Peidenker, for Newchwang.
Ralph Muller, for Haiphong.
Shanahing, for K. O. Wan.
Victoria, for Sandakan.

PASSENGERS.

Per N.Y.K. s.s. *Suna Maru*, on May 25th: Mrs. Thorsen, Mr. L. B. Dutton, Mr. and Mrs. A. E. Anderson, Miss B. d'Almada Castro, Mrs. Barber, Mr. and Mrs. H. Fawcett, Mr. C. G. Clark, Mr. E. A. Nielsen, Miss Rogers, Mr. C. Hartmann, Mrs. Minford, Mr. Anderson, Miss Mary Lee, Mrs. Penley Cross, Mr. S. K. Constantine, Mr. E. P. Auton, Mr. J. Wilson, Mr. and Mrs. G. Mazuyer, Mr. and Mrs. Lynch, Mr. and Mrs. F. B. Fowler, Miss F. M. E. Hogan, Mr. J. Barber, Mr. and Mrs. F. X. d'Almada, Mr. A. Wilson, Mr. F. H. Jerrard, Mr. J. Begdor, Mr. H. Appel, Mr. J. Pichel, Mrs. J. Wilson, Mr. and Mrs. Hill, Mrs. E. Freidland, Mr. W. A. Peter, Mr. C. D. Evans, Mr. and Mrs. Beniston, Mr. H. S. Harrold, Mrs. E. Streiff, Mr. and Mrs. R. D. Eves, Mr. G. Handson, Mr. E. C. Jauregin, Mr. J. L. Zabala, Mrs. L. Kaplan, Mr. Hans Olsen, Miss Ruth Warth, Rev. B. Fernandez, Mr. Hallford, Mr. E. K. Oug, Mr. and Mrs. S. Russo, Miss E. Streiff and Mrs. Lee.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Kura Maru* arrived at Yokohama on May 25th, and sailed on May 26th, for Honolulu and San Francisco.
The E. & A. Co.'s s.s. *Budira* left Moji for this port on May 25th, p.m., and is due here on May 29th, at 6 p.m.

VESSELS EXPECTED.

Empress of Canada, due June 1st.
Empress of Russia, due June 8th.
Furyulus (B.I.), due May 29th, a.m.
Grande Garde (Kerr Steamship & Co.), due May 28th.
Hakodite Maru (N.Y.K.), due May 30th.
Hoosier State (P.M.), due June 12th.
Kamakura Maru (N.Y.K.), due May 28th.
Kobe Maru (N.Y.K.), due June 3rd.
Nagoya Maru (N.Y.K.), due May 31st.
Nelaga (Blue Funnel), due July 11th.
President Hayes (Pacific Mail), due May 31st.
Rajah (B.I.), due May 31st.
Rheinland (H.A.L.), due June 5th.
Sado Maru (N.Y.K.), due June 1st.
Sieilia (P. & O.), due May 27th, at 7 p.m.
Talhybuz (Blue Funnel), due June 5th.
Tamba Maru (N.Y.K.), due June 3rd.
Torilla (B.I.), due June 3rd.

BEEHAMS
a-rola
 YOUR SKIN AND COMPLEXION
 can be kept in a Perfect Condition at all times by the use of Beehams' Lotion. It removes all blemishes, freckles, and redness, and keeps the skin soft and healthy. It is sold in all chemists and druggists.
BEEHAMS & SON, CHELTENHAM, ENGLAND.

CHAPOTEAUT'S MORRHUOL
 Superior to Emulsions of Cod Liver oil.
 Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.
 Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
 Sold in bottles of 100 Capsules, sold by all Chemists.

CHURCH SERVICES.

St. John's Cathedral, Hongkong: 29th May, 1922, Sunday after Ascension. Holy Communion (7.30 a.m.); Matins (11 a.m.); Responses, Psalms, Canticles, No. 18; Psalm, 92 (Singer); 98, Lament, 42; No. 10, 8, 5; Benedictus, No. 14; Hymn, 301, 147; Sevenfold Amen; Healing Service (12 noon); Evensong (6 p.m.); Responses, Psalms, 148, 149, 150, (30 Setting); Magnificat, No. 18; Nunc Dimittis, Barnby; Hymns, 180, 304, 21.

Union Church (Kennedy Road). Sunday Services: May 28th, Morning Service at 11 a.m.; Evening Service at 6 p.m.; Preacher: Rev. J. Kirk Macdonald. [114]

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—
 Addressee From
 Miss Lajain, 2 Seamount (2), Yokohama
 Miss Lajain, St. Paul's College Yokohama
 Watering, Great Eastern Hotel
 Hokaihang Family, 2 Seymour Street, Yokohama
 Nagao Tsunekichi Ichitosen, Kyaku, Hakonemaru, Tokio
 Yoshio, c/o Shunyumaru, Meji
 Captain Sanzamura, c/o M.E.K.
 Yutidong, Dairen
 Wongfukwong, c/o Kwongtai Hotel, Shanghai
 Horgship Hokke Tekhato, Amoy
 Yawochong, Shanghai
 Hupwoheong, Kobe
 Khintak, Amoy

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—
 Number Address From
 16371/22nd Mrs. Elvins, Banque of Indo-China, Melbourne P.O.
 13957/19th Violet Oatman, Young Women's Christian Association, San Francisco

WEATHER REPORT.

May 25th, at 15.05.—Warning to Hongkong, Coast Ports, etc.—A severe typhoon within 50 miles of Lat. 19 deg. N. Long. 112 deg. E. moving N.W.
 May 26th, at 11.10.—Warning to Hongkong, Coast Ports, etc.—Typhoon of unknown intensity within 50 miles of Lat. 21 deg. E. Long. 111 deg. N. moving N.W.
 May 25th at 17.20.—Local signal No. 4 hoisted.
 May 26th, at 11.0.—Local signal No. 4 lowered.
 May 26th, at 11.25.—Pressure has decreased slightly at Vladivostok and Weihaiwei and increased slightly over Formosa and the Philippines. It is nearly stationary at Hongkong.
 At 8 a.m. this morning the typhoon was in about latitude 21 deg. N. and longitude 111 deg. E. moving N.W.
 At 3 p.m. yesterday the s.s. *Sinclair* reported a barometer reading of 29.69 in. in latitude 19 deg. N. and longitude 113 deg. E. Hongkong rainfall for the 24 hours ending at 10 a.m., 26th May, 0.23 inch. Total since January 1st, 15.43 inches, against an average of 10.89 inches.
 The forecast for the 14 hours ending at noon to-day is as follows:—
 Direction Force
 Hongkong to Gap Rock Strong S.E. to S. winds, moderating; overcast, rain.
 Formosa Channel Light, variable winds.
 South coast of China between SE. windstreets, Hongkong and Lantau (moderating).
 South coast of China between Cyclonic gales Hongkong and Hainan (moderating).

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 26th.

	Previous Day at 3 p.m.	On Date at 5 a.m.	On Date at 3 p.m.
Barometer	29.89	29.59	29.71
Temperature	81	81	84
Humidity	84	84	79
Wind Direction	E	SSE	S
Force	8	5	4
Waves	0	0	0
Rain	0.00	0.00	0.23
Highest open-air Temperature on 25th	81		
Lowest open-air Temperature on 25th	79		

HONGKONG TIDE TABLE.

From 27th May to 2nd June, 1922.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Satur.	27	8.55	7.3	3.56	2.4
Sun.	28	10.25	4.5	4.14	0.4
Mon.	29	9.24	7.5	3.30	3.5
Tues.	30	11.22	4.4	4.56	0.3
Wed.	31	10.18	7.5	4.0	3.7
Thurs.	1	9.25	4.3	4.44	2.9
Fri.	2	11.6	7.3	6.25	0.4
	3	11.30	4.2	5.29	0.7
	4	11.58	7.0	7.31	0.7
	5	2.31	4.3	6.15	2.3
	6	0.59	6.5	8.30	1.0
	7	8.37	4.4	7.24	3.5
	8	2.15	6.0	9.31	1.3

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1921.
 With Index, Price \$7.50.
 On sale at the Hongkong Daily Press.

CANADIAN PACIFIC
 STEAMSHIPS LIMITED

MAIDEN VOYAGE

TRANS-PACIFIC.

R.M.S.

EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Minimum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"
Tuesday, May 30th, at noon. July 6th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING, "ICE HOUSE STREET",
 TELEPHONE: PASSENGER DEPT., TEL: FREIGHT DEPT. & AGENT,
 No. 1934. No. 2181.
 CABLE ADD: "CHIMAIL."

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "BOWES CASTLE" sailing end of June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "VENETIA" sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRIESTE" sailing on or about 2nd June.
 s.s. "VENETIA" 2nd half of June.
 Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALOUTTA to SOUTH AFRICAN PORTS

s.s. "UMLAZI" sailing second half of June.
 Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
 Agents.

N. Y. K.

SAILING SERVICE TO LATERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YO MARU (Calling Keelung) Monday, 19th June, at 11 a.m.
 SHIDZUKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.
 MARSILLES, LONDON & ANTWERP via Singapore, &c.
 FUSHIMI MARU Friday, 9th June, at 11 a.m.
 MISHIMA MARU Friday, 23rd June, at 11 a.m.
 HAMBURG via DUNKIRK, LONDON & ROTTERDAM Monday, 5th June.
 LIVERPOOL via MARSILLES and VALENCIA. Sunday, 4th June.
 TATSUNO MARU Sunday, 4th June.
 SYDNEY & MELBOURNE via Manila, &c.
 TANGO MARU Tuesday, 20th June, at 11 a.m.
 YOSHINO MARU Tuesday, 18th July, at 11 a.m.
 NEW YORK, via PANAMA Tuesday, 6th June.
 DURBAN MARU Tuesday, 6th June.
 NEW YORK via Suez.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIE Sunday, 4th June.
 KAWACHI MARU Sunday, 4th June.
 SOMBAY via Singapore and Colombo. Wednesday, 31st May.
 KAMAKURA MARU Wednesday, 31st May.
 CALOUTTA via Singapore, Penang & Rangoon. Wednesday, 31st May.
 HAKODATE MARU Wednesday, 31st May.
 NAGASAKI, KOBE & YOKOHAMA. Friday, 18th June, at 11 a.m.
 NIKKO MARU Friday, 18th June, at 11 a.m.
 SHANGHAI, KOBE & YOKOHAMA. Thursday, 1st June.
 NAGAO MARU Thursday, 1st June.
 SADO MARU Friday, 2nd June, at 11 a.m.
 TAMBA MARU Sunday, 4th June.

For further information apply to—
NIPPON YUSEN KAISHA
 K. H. KAMEI, Manager.
 Telephone No. 224 & 225.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" ... Due Hongkong 4th June.
 Leave Hongkong 6th June.
 "West O'Rowa" ... Due Hongkong 4th July.
 Leave Hongkong 6th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,
 SAMARANG AND SOURABAYA.

"West Chopak" ... Due Hongkong 31st May.
 Leave Hongkong 2nd June.
 "West Faralon" ... Due Hongkong 9th June.
 Leave Hongkong 14th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
 1st Floor, Powell's Building, Phone No. 3008.
 G. P. BRADFORD, R.M. Agent.

YAMASHITA KISEN KAISHA
 (THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITAYAL, Agent.
 Branch Office, No. 27, Bonham Street, West Tel. No. 155.
 Top Floor, King's Building Tel. No. 140.

KONINKLYKE PAKETVAART
 MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BELAWAN-DELI Direct.
 28th May, Noon.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574.

Agents.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"MADAWASKA" via Suez Canal ... 31st May ... Boston and New York.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to REIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

Particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS, CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

"KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
"CITY OF GLASGOW" ... 5th July ... London, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

or HEMS & Co., CANTON

THE BANK LINE, LTD.
General Agents.

31

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong:

"DEUCALION" ... via Suez Canal ... 5th June.
"ALCINOUS" ... via Suez Canal ... 15th June.
"KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON.

71

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "ARMAND BEHIC" ... 11,000 ... On or about 9th June.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ ... "ANGKOR" ... 15,000 ... On or about 30th May.
"ANGERS" ... 15,000 ... On or about 16th June.
"AZAY LE RIDEAU" ... 15,000 ... On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAIKOW.
ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)
For further particulars, etc apply to—
CONSIGNATION—TRANSIT—REPRESENTATION.
A. JORARD, Acting Agent, Queen's Building, Telephone 740.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Lights and Fans in staterooms, saloons and mess hall.

FOR

SWATOW AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

SAIGON ... Capt. J. B. Thomson ... Sunday, 28th May, at 12 noon.
HAI PHONG ... Capt. W. C. Passmore ... Thursday, 1st June, at 1 p.m.

Arrival and Departure from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.
General Manager.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	8,000	2nd June	(Singapore, Penang, Colombo, Aden, Port Said, Marseilles & London)
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"SICILIA"	6,700	11th June	(Singapore, Penang, Colombo & Bombay)
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	9,000	5th July	do.
"SOU DAN"	7,000	18th July	(Singapore, Penang, Colombo & Bombay)
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHEGAR"	9,000	2nd Aug.	do.
"SARDINIA"	6,580	16th Aug.	do.
"DEVANHA"	8,084	30th Aug.	do.
"KALYAN"	8,987	13th Sept.	do.
"MAEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp)

BRITISH INDIA - APCAR SAILINGS

"EURYALUS"	3,570	30th May, noon	Singapore via Amoy.
"TAKADA"	6,949	10th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	3,586	1st June, 11 a.m.	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,700	29th May, noon	Shanghai only.
"KASHMIR"	8,941	3rd June	Shanghai & Japan.
"TORILLA"	5,205	4th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in less of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 3 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to 10 days on the day previous to sailing.

For further information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents. [1]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP, MARSEILLES—Monthly direct service via Singapore and Pen. Canal.

"ATLAS MARU" ... Monday, 10th July.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"MEXICO MARU" ... Tuesday, 13th June.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"SAIGON MARU" ... Wednesday, 31st May.
"DELHI & BANGKOK" via SAIGON & SINGAPORE.
"KISHU MARU" ... Thursday, 1st June.
CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.
"BORNEO MARU" ... Saturday, 3rd June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SHUNKO MARU" ... Monday, 19th June.
NEW ORLEANS LINE via SUEZ.
"BORNEO MARU" ... Thursday, 3rd June.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
"LEGUN MARU" ... Sunday, 11th June.
"LONDON MARU" ...

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers.
"KALJO MARU" ...

AMAKUSA MARU ... Every Sunday, Noon.
TAKAO via SWATOW & AMOY.
"SOSU MARU" ... Thursday, 1st June.

Tel. No. 4080. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 3105.

Telegrams: Furness.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For SWATOW, SHANGHAI & TSINGTAO ... "SINKIANG" ... On 28th May, noon.
PAKHOI & HAI PHONG ... "TAIFONG" ... On 29th May, 10 a.m.
HAI PHONG, HOIHOW & BANGKOK ... "CHENAN" ... On 29th May, 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN ... "KUEICHOW" ... On 29th May, 4 p.m.
MANILA, CEBU & ILOILO ... "TAMING" ... On 29th May, 4 p.m.
SHANGHAI ... "SUIYANG" ... On 29th May, 4 p.m.
SWATOW, SHANGHAI & TSINGTAO ... "YINGCHOW" ... On 30th May, noon.
SWATOW & BANGKOK ... "KWANGCHOW" ... On 30th May, noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation, amiable Electric Fans in Saloon and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

Telephone 39.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.
TOYO KISEN KAISHAReduced Fare to Europe U.S.G. \$620.50 First Class Throughout
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"SHINYO MARU"	May 29th	May 29th
"PERSIA MARU" ...	9,000	June 1st	June 1st
"TAIYO MARU" ...	23,000	June 3rd	June 3rd
"SIBERIA MARU" ...	20,000	June 5th	June 5th
"TENYO MARU"	June 19th	June 19th
"KOREA MARU"	June 30th	June 30th

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KIELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, ORELLANO, MOLEDO, ARIKA & IQUIQUE.

THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"RAKUYO MARU"	June 28th	June 28th
"GINYO MARU"	Aug. 28th	Aug. 28th
"ANYO MARU"	October 9th	October 9th

* Omis Manila.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to Europe First Class \$620.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
LEAVE HONGKONG ARRIVE SAN FRANCISCO
S.S. "PRESIDENT WILSON" ... May 28th ... June 18th.
S.S. "PRESIDENT LINCOLN" ... June 20th ... July 13th.
S.S. "PRESIDENT CLEVELAND" ... July 5th ... July 27th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FAUL" ... May 27th, Noon.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

SAIL FROM HONGKONG, SAIL FROM MANILA, ARRIVE SAN FRANCISCO.

S.S. "PRESIDENT HAYES" ... June 2nd ... June 6th ... June 27th.
S.S. "PRESIDENT HARRISON" ... June 30th ... July 4th ... July 25th.
S.S. "PRESIDENT HAYES" ... Aug. 4th ... Aug. 8th ... Aug. 29th.
S.S. "PRESIDENT HARRISON" ... Sept. 1st ... Sept. 5th ... Sep. 26th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address: "SOLANO." Union Building, Hongkong, T.T. Agents at Canton: REISS & Co. [26]

KERR STEAMSHIP CO., INC.

SERVICE TO NEW YORK, via PANAMA CANAL.

For MANILA AND NEW YORK.

S.S. "GRANDE GAARD" ... sailing on or about the 30th May.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

AGENTS.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration).

Steamer	Sidney & Melbourne via Ports	Lv. Hongkong for Australia
"TAIYUAN"	...	27th May, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.) Agents.
Telephone No. 25.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"LARN SAMUD"	29th May, D.L.

For further particulars apply to

Messrs. BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

Telephone 35.

[32]

